

SURFACE TRANSPORTATION BOARD

Washington, DC 20423

#EC-30
29

Office of Economics, Environmental Analysis, and Administration

August 25, 2003

Mr. David Snyder
Ohio Historic Preservation Office
567 East Hudson Street
Columbus, Ohio 43211-1030

Re: STB Docket No. AB-227 (Sub-No. 9X) – Wheeling & Lake Erie Railway Company – Abandonment Exemption – in Harrison and Jefferson Counties, OH – Fulfillment of Stipulation 8 of the Memorandum of Agreement Between the Surface Transportation Board and the Ohio Historic Preservation Office

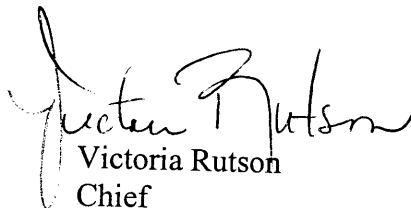
Dear Mr. Snyder:

As you know, on June 3, 2003, the Surface Transportation Board's Section of Environmental Analysis (SEA) conducted a search of the records of the National Archives in College Park, Maryland for information regarding the Wheeling and Lake Erie Railway Company (W&LE) rail line proposed for abandonment in the above-captioned proceeding. The search, which was performed in accordance with Stipulation 8 of the Memorandum of Agreement (MOA) signed by SEA and the Ohio Historic Preservation Office, focused on information related to the Long Run Tunnel, the Adena Tunnel, and the Dillonvale Depot. I understand from Ms. Rini Ghosh of my staff that you have been of great assistance in reviewing and commenting on SEA's report documenting our findings at the National Archives. I am pleased to now provide you with a copy of the final report, which incorporates your comments.

We are also providing copies of the final report to Mr. William Sipple, legal representative for W&LE with the understanding that, as specified in the MOA, he will furnish copies to the public libraries in Adena, Dillonvale, Cadiz, and Steubenville, Ohio.

We understand that the submission of this report to you and to W&LE completes SEA's responsibilities under the MOA. We appreciate your efforts and assistance throughout the section 106 process in this proceeding and look forward to working with you in the future.

Sincerely,

A handwritten signature in black ink, appearing to read "Victoria Rutson". The signature is fluid and cursive, with the first name "Victoria" written in a larger, more prominent script than the last name "Rutson".

Victoria Rutson

Chief

Section of Environmental Analysis

Enclosure



STB Docket No. AB-227 (Sub-No. 9X) – Wheeling & Lake Erie Railway Company –
Abandonment Exemption – in Harrison and Jefferson Counties, Ohio:

REPORT ON RESEARCH CONDUCTED AT THE NATIONAL ARCHIVES

Prepared By:
Surface Transportation Board
Section of Environmental Analysis
1925 K St. NW, Suite 500
Washington, DC 20423

August 2003

On June 3, 2003, the Surface Transportation Board's Section of Environmental Analysis (SEA) conducted an in-person search of the records of the National Archives in College Park, Maryland for information regarding the Wheeling and Lake Erie Railway Company rail line proposed for abandonment in STB Docket No. AB-227 (Sub-No. 9X) – Wheeling & Lake Erie Railway Company – Abandonment Exemption – in Harrison and Jefferson Counties, Ohio. The search focused on finding information pertaining to the structures on the line that are potentially eligible for listing in the National Register of Historic Places (the Long Run Tunnel, the Adena Tunnel, and the Dillonvale Depot).

SEA began the search by consulting with Archivist and Transportation Records Specialist David Pfeiffer. Mr. Pfeiffer examined several volumes of reference indices to determine the location of archival material containing information regarding the Wheeling and Lake Erie Railway Company. SEA then requested that the material recommended by Mr. Pfeiffer be brought to the public research room and examined the material to locate information pertaining to the Long Run Tunnel, the Adena Tunnel, and the Dillonvale Depot.

The material consisted of 21 gray-colored cardboard boxes (see Photographs 3-5 in Appendix B), which contained information about Interstate Commerce Commission (ICC) valuation schedules and proceedings for the Wheeling and Lake Erie Railway Company. Most of the boxes contained one or more hardcover volumes, though some boxes were empty.

The volumes can be divided into two general categories of information: (1) ICC valuation schedule engineering field notes; and (2) a typed transcript of an ICC hearing titled Before the Interstate Commerce Commission: In the Matter of the Valuation of the Wheeling & Lake Erie Railway Company, Valuation Docket #396; and In the Matter of the Valuation of the Property of the Lorrain & West Virginia Railway Company, Valuation Docket #480.

The engineering field notes are handwritten in light pencil, and are sometimes illegible. The notes are primarily written on paper that resembles modern day graph paper and many of the pages contain milepost designations, making it possible to locate the pages that refer to the line to be abandoned.

Pages 1222-1461 of Volume V8 X 5/7 in Box 3 contain the field notes referring to the line to be abandoned.¹ The dates of the notes range from July 1, 1918 to August 23, 1918. Pages 1250-1268 refer to the general milepost area where the Adena Tunnel is located; pages 1320-1332 refer to the general milepost area where the Long Run Tunnel is located; and pages 1370-1382 refer to the general milepost area where the Dillonvale Depot is located. SEA did not find specific information about the three structures within these pages. However, of possible interest are notes taken August 5, 1918, on pages 746-762 of Volume V8 R 3/5 in Box 5, which refer to a Long Run Bridge at approximately the same milepost as the current Long Run Tunnel.

¹ Appendix C lists each box numerically and provides the reference information included on the box labels.

In another volume, SEA found one page of field notes dated June 26, 1918 discussing a structure at Long Run, perhaps referring to the Long Run Tunnel, and one page of field notes dated June 27, 1918 discussing a building at Dillonvale, referred to as "Tool House," possibly referring to an earlier structure at the same site as the current Dillonvale Depot. Photocopies of these pages are provided in Appendix A.

The typed transcript of the ICC hearing concerning the valuation of the Wheeling and Lake Erie Railway Company consists of about 7,556 pages of material in 22 volumes. The hearing began on July 7, 1925 and concluded on January 15, 1926.

For Further Information

The National Archives facility that contains the records of the Wheeling and Lake Erie Railway Company, including possible information about the Adena Tunnel, Long Run Tunnel, and Dillonvale Depot, is open to the public and is located at 8601 Adelphi Road, College Park, Maryland, 20740-6001. Information about researching records at the facility can be obtained by calling 1-866-272-6272 or by visiting the following website:
<www.archives.gov/facilities/md/archives_2.html#contact>.

The National Archives' website lists several reference documents about railroad history, two of which specifically discuss researching railroad archival material. The documents are titled: (1) Records Relating to North American Railroads: Reference Information Paper 91, Compiled by David Pfeiffer, National Archives and Records Administration, Washington, DC 2001; and (2) Pfeiffer, David A. "Riding the Rails Up Paper Mountain: Researching Railroad Records in the National Archives," Prologue, Spring 1997, Vol. 29, No. 1. Appendix D contains a copy of the portion of document 1 that refers to ICC records and a complete copy of document 2.

APPENDIX A

Interstate Commerce Commission Engineering Field Notes

APPENDIX B

Photo Log: Section of Environmental Analysis Research Visit to the National Archives in College Park, Maryland

June 3, 2003



Photo 1: SEA personnel and Archivist David Pfeiffer searching for records of the Wheeling and Lake Erie Railway Company.



Photo 2: SEA personnel and Archivist David Pfeiffer searching for records of the Wheeling and Lake Erie Railway Company.



Photo 3: SEA personnel with the 21 boxes containing information about the Wheeling and Lake Erie Railway Company.

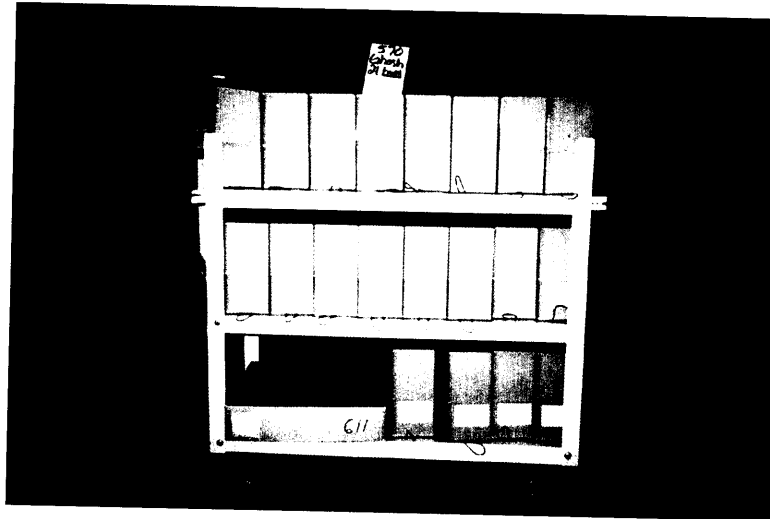


Photo 4: The 21 boxes containing information about the Wheeling and Lake Erie Railway Company.

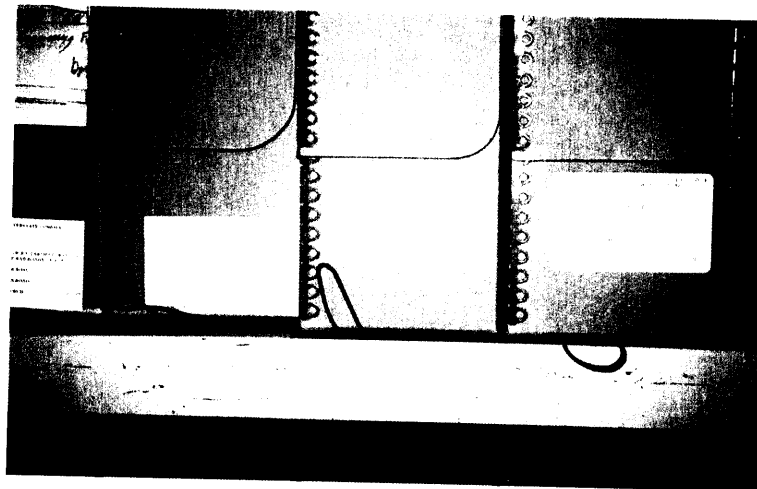


Photo 5: Close-up of the boxes containing information about the Wheeling and Lake Erie Railway Company.

APPENDIX C

Listing of Material Searched

The box numbers in bold are designations provided for this report to differentiate between the 21 boxes searched and are not part of the actual National Archives labeling system.

- **Box 1:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Properties of Railroads, 1914-29; Wheeling and Lake Erie Railroad to Minneapolis & Southern Railroad; Box 6945, NWCH, HM 1998
- **Box 2:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Properties of Railroads, 1914-29; Wheeling and Lake Erie Railroad to Minneapolis & Southern Railroad; Box 6927, NWCH, HM 1998
- **Box 3:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Properties of Railroads, 1914-29; Wheeling and Lake Erie Railroad to Minneapolis & Southern Railroad; Box 6928, NWCH, HM 1998
- **Box 4:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Properties of Railroads, 1914-29; Wheeling and Lake Erie Railroad to Minneapolis & Southern Railroad; Box 6929, NWCH, HM 1998
- **Box 5:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Engineering Field Notes of ICC Parties Surveying the Physical Properties of Railroads, 1914-29; Wheeling and Lake Erie Railroad to Minneapolis & Southern Railroad; Box 6930, NWCH, HM 1998
- **Box 6:** RG 134, Records of the Interstate Commerce Commission, Valuation Case Files, 1916-1927; v. 396 No. 1 thru v. 396 No. 1; Box No. 816, HM 1990
- **Box 7:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 2 Missing thru v. 396 No 2 Missing; Box No. 817, HM 1990
- **Box 8:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 3 Missing thru v. 396 No. 3 Missing; Box No. 818, HM 1990
- **Box 9:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 4 thru v. 396 No. 5; Box No. 819, HM 1990
- **Box 10:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 6 thru v. 396 No. 6; Box No. 820, HM 1990

- **Box 11:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 7 thru v. 396 No. 8; Box No. 821, HM 1990
- **Box 12:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 9 thru v. 396 No. 10; Box No. 822, HM 1990
- **Box 13:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 11 thru v. 396 No. 12; Box No. 823, HM 1990
- **Box 14:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 13 thru v. 396 No. 14; Box No. 824, HM 1990
- **Box 15:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 15 thru v. 396 No. 16; Box No. 825, HM 1990
- **Box 16:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 17 thru v. 396 No. 17, Box No. 826, HM 1990
- **Box 17:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 22 thru v. 396 No. 22; Box No. 830, HM 1990
- **Box 18:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 19 thru v. 396 No. 19; Box No. 828, HM 1990
- **Box 19:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 20 thru v. 396 No. 21; Box No. 829, HM 1990
- **Box 20:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927; v. 396 No. 18 thru v. 396 No. 18; Missing; Box No. 827, HM 1990
- **Box 21:** RG 134, Records of the Interstate Commerce Commission, Bureau of Valuation, Valuation Case Files, 1916-1927 (oversize); 396/2 — 396/3; Box No. 611

APPENDIX D

Archival Research Reference Documents:

- (1) Records Relating to North American Railroads: Reference Information Paper 91, Compiled by David Pfeiffer, National Archives and Records Administration, Washington, DC 2001 (Excerpt obtained from the Railway and Locomotive Historical Society website.)
- (2) Pfeiffer, David A. "Riding the Rails Up Paper Mountain: Researching Railroad Records in the National Archives," Prologue, Spring 1997, Vol. 29, No. 1 (Complete copy obtained from the National Archives website.)

[Return to Table of Contents](#)

[Go back to Part IIIA](#)

National Archives Reference Information Paper 91 -- Railroad-related Records

Part III(B)

Federal Regulation and Oversight of Railroads (Section B)

Record Group 134 Records of the Interstate Commerce Commission

III.48 The ICC was created by an act of Congress, approved February 4, 1887. Subsequent legislation strengthened the authority of the ICC and broadened the scope of its jurisdiction until its abolition on December 31, 1995. The general purpose of creating the Commission was to provide for a body empowered to regulate, in the public interest, common carriers engaged in transportation in interstate commerce and in foreign commerce to the extent that it takes place within the United States. It was responsible for promoting safe, adequate, economical, and efficient service on all modes of transportation subject to the act; for encouraging establishment and maintenance of reasonable charges for transportation services, without unjust discriminations or unfair competitive practices; and for developing, coordinating, and preserving a national transportation system by water, highways, rail, or other means, adequate for the needs of the Postal Service, the national defense, and the commerce of the United States. There are voluminous records available concerning the supervision and regulation of railroads since 1887. Some of the more significant bodies of records that are useful to railroad researchers are the various series of railroad company annual reports and records relating to railroad accident investigations, and the finance dockets which contain information concerning the organization, functions, and operations of the railroad companies. Additionally, the records of the Bureau of Valuation provide extensive documentation concerning the property and other assets of railroad companies in the continental United States, beginning in 1915. A few series are described in the *Preliminary Inventory of the Records of the Interstate Commerce Commission*, NC 59, as noted. There is a draft inventory available that updates the preliminary inventory. Some of the series titles and descriptions in this record group are different from those listed in the Master Location Register.

III.49 The **official minutes of the ICC, 1887-1977** (27 ft.)(MLR Entry 20, UD), are arranged chronologically by year and thereunder by the organizational unit that created the minutes. They consist of minutes of decisions by the General Session and by specific boards, bureaus, divisions, or other organizational units of the ICC. Most decisions are responses to petitions from private firms for changes in rates or operating procedures, but some decisions concern internal ICC policies and procedures. Some of the motor carrier volumes are missing. This series is indexed by **index of official commission minutes, 1887-1978** (3 ft.)(MLR Entry 3, UD), which is arranged alphabetically by subject. Each card includes a subject heading, the name(s) of related case(s), and the volume and page where the minutes may be located. The index does not cover the last four years of the minutes. The index includes a document listing for the first 12 volumes of the minutes, subject indexes for railroads, motor carriers, and a general administrative index. Also included are numerical indexes to the minutes for motor carrier, finance, investigation and suspense, water carrier, freight forwarder, and ex parte cases.

III.50 **Correspondence from the general public to President Roosevelt and his aide, Louis Howe, principally regarding railroads, March-April 1933** (0.8 ft.)(MLR Entry 4, UD), is arranged chronologically by the dates of the Secretary's replies. It consists of incoming correspondence, along with copies of replies, principally about matters pertaining to the Nation's railroads. Howe referred the correspondence to the Secretary of the Interstate Commerce Commission for acknowledgment, which usually took the form of a stereotype letter. In these letters, the writers (many of whom were railroad employees or former employees) expressed their feelings about the operation and financial plight of the nation's railroads and offered suggestions and plans to help rescue the railroads from their difficulties.

III.51 **Clippings from ICC annual reports, 1887-1930** (7 ft.)(MLR Entry 6, UD), are arranged alphabetically by subject. They consist of albums containing excerpts from ICC annual reports that were of significant interest to

the Commission.

III.52 The decisions and reports of the Interstate Commerce Commission, 1887-88 (1 vol., 0.2 ft.)(MLR Entry 11, UD), are arranged chronologically. The handwritten record copies of the earliest decisions and opinions of the Commission usually give date and place of the session; name of the case; vote of the Commission; and text of the opinion, decision, or report.

III.53 Records relating to proceedings for reorganization under Chapter Ten of the Bankruptcy Act, ca. 1939-46 (0.4 ft.)(MLR Entry 13, UD), include reorganization plans, financial statements, correspondence, applications, notices, court orders, affidavits, and other documents submitted to Division 4 of the ICC. Plans for reorganization in Chapter 10 proceedings involving common carriers (including railroads) subject to the jurisdiction of the ICC generally require approval for various actions, such as the issuance of securities or the transfer of property, before they can be completed. Railroads named include the Chicago, North Shore, & Milwaukee, the Oklahoma, the Northern Railroad of New Jersey, and the Chicago, Aurora, and Elgin.

III.54 The records of minutes of hearings in the coal, oil, grain, and car shortage investigations, 1906-09 (0.2 ft.)(MLR Entry 21, UD), are arranged by type of investigation and thereunder chronologically. By joint resolution of March 7, 1906, Congress directed the ICC to make an examination of railroad discrimination and monopolies in coal and oil. A Senate resolution of June 25, 1906, directed the Commission to conduct hearings into the relations of common carriers to ownership and operation of elevators and the buying, selling, and forwarding of grain. For each type of hearing, the volume gives date and place of session and lists the names or identification of witnesses appearing.

III.55 The series minutes of proceedings of commissioners held outside Washington, DC, August 6, 1897-June 1, 1900 (0.2 ft.)(MLR Entry 22, UD), is arranged chronologically. The minutes show the date and place of the meeting, commissioners in attendance, the names of the cases, the names of participating attorneys, and the names and identification of witnesses. Most of these proceedings involve railroads.

III.56 Press copies of letters sent by ICC Auditor C.C. McCain, August 1887-March 1888 (0.3 ft.)(MLR Entry 2, UD), are arranged chronologically. In the front of the volume there is an alphabetical name index to recipients of letters sent.

III.57 The minutes of hearings of the Interstate Commerce Commission, 1887-1910(0.4 ft.)(MLR Entry 14, UD), are arranged chronologically. This typewritten register gives the dates of hearings, the names of persons present at the hearings, and the names of cases heard.

III.58 Order books, April 6, 1887-April 24, 1905 (5 vols., 1 ft.)(MLR Entry 31, UD), are arranged chronologically. The handwritten official record of orders of the Commission, these entries give the dates and places of sessions, the names of commissioners present, and the texts of the orders. These volumes are used in conjunction with the official minute books which contain cross-references to the appropriate volume and page of the order books.

III.59 Records relating to the registration of rate conferences, 1943 (2 ft.)(MLR Entry 26, UD), are arranged alphabetically by the names of common carriers (including railroads) or rate conferences. Rate conference regulations promulgated in connection with the War Production Board Certificate #44 of March 20, 1943, issued by the Chairman of the WPA to the Attorney General, required rate conferences to register with the ICC. These volumes consist of various documents submitted by associations, committees, and groups to fulfill their registration requirements. Included are charters or certificates of incorporation, rules and by-laws, lists of officers, and related records.

III.60 Press releases relating to transportation regulation, 1951-79 (3 ft.)(MLR Entry 7, UD), are an official set of commission press releases on subjects relating to transportation regulation, ICC organization, appointments, and other subjects.

III.61 The series **annual, quarterly, and monthly commission publications, 1897-1960** (15 ft.), is arranged by publication subject. The publications consist of record copies of published annual, quarterly, and monthly statistical reports, and bulletins and abstracts compiled by the Commission. Annual reports include reports of express companies from 1909 to 1920; statistics of oil pipeline companies from 1928 to 1947; freight commodity statistics, from 1924 to 1960; comparative statements of operating averages from 1921 to 1951; statistics of Class I motor carriers from 1938 to 1948; and rail accident reports from 1901 to 1939. The series also includes major publications from the Federal Coordinator of Transportation on labor issues and the annual Commission publication, *Statistics of Railways*, from 1897 to 1953.

III.62 Formal dockets, 1887-1924 (4991 ft.)(MLR Entry 3A-B, NC 59), are arranged by assigned docket number (1-16,000). They relate to rates charged for services and to matters involving complaint and answer proceedings, ex parte proceedings of the commission, and proceedings based upon carrier applications for relief under provision of the various ICC acts. A typical case file includes a complaint containing the names of the parties at dispute and the nature of the controversy, a motion of the Commission for investigation or a petition of a carrier for relief, a statement of facts, exhibits, official transcripts of testimony, reports, correspondence, telegrams, other legal documents and papers, and the order or decision of the Commission. Most of the dockets involve railroads. The **oversized exhibits of formal dockets, 1887-1924** (70 ft.)(MLR Entry 3C, NC 59), are arranged by assigned docket number. The exhibits include oversized maps, charts, and diagrams used as exhibits in the formal dockets.

III.63 Investigation and suspense (dockets) cases, 1910-34 (1170 ft.)(MLR Entry 4A, NC 59), are arranged by assigned docket number (1-4,000). These cases resulted in the disposition of individual or joint rates, fares, charges, or classifications to the extent they were or were not found to be just and reasonable. Frequently they concerned suspension of proposed changes in carrier's tariffs and the institution of an investigation of the proposed change. A typical file includes petitions for suspension of new rates, exhibits, transcripts of hearings, reports, briefs, telegrams, correspondence, and the order of the Commission. Most of the case files involve railroads. The **oversized exhibits of investigation and suspense cases, 1910-34** (0.5 ft.)(MLR Entry 4B, NC 59), are arranged by assigned number.

III.64 The finance (dockets) cases, 1920-95 (5823 ft.)(MLR Entry 5, NC 59 and various ww entries), are arranged by assigned docket number. These records relate to Commission action on requests by carriers for permission to issue securities, propose reorganization plans, make loans, effect consolidations, extend or abandon lines and services, change or discontinue trains, or undertake other basic financial operations. These dockets contain information on the organization, functions, and operations of common carriers, including railroads. A typical file includes the application of the carrier, transcripts of testimony, reports, exhibits, correspondence, telegrams, and the order of the Commission. Most of the cases involve railroads. Dockets #1-44,667, with gaps, are currently in the custody of NARA. The finance dockets and the abandonment dockets are indexed by two series. **Finance docket, numerical cards, 1920-1995**, are arranged numerically by assigned docket number. The records consist of cards for Finance Dockets #1-32, 816. The cards give a brief synopsis of the case, the name of the railroads involved, and the finance docket number. **Finance docket, alphabetical cards, 1920-1995**, are arranged alphabetically by name of individuals, railroad companies, or organizations. The cards give a brief synopsis of the case, the name of the railroads involved, and the finance docket number. The finance dockets contain detailed information concerning the organization, functions, and operations of railroad companies. The authority issued, where applicable, in the form of certificates, licenses, or permits, describes the extent of routes, stops, and jurisdictions, and the types of property to be transported. These dockets extensively detail the financial history of individual railroads from 1920 to 1995, particularly information concerning the railroad company itself.

III.65 The abandonment dockets, 1972-1995 (189 ft.)(various ww entries), are arranged by assigned docket number. These records are the official docket files of applications of public convenience and necessity authorizing the abandonment of a line or railroad or operation thereof filed according to the provision of the Interstate Commerce Act and decided by the ICC. Rail abandonment cases were included with the finance dockets until 1972 when an ICC ruling separated the rail abandonment cases and resulted in the filing of these formal proceedings under the AB prefix. These cases include significant documents such as the application or petition of the railroad company for abandonment, the protests against abandonment, briefs, the notice and order of the commission, testimony, and exhibits which include maps, charts, and photographs. These dockets are indexed by **abandonment docket, numerical cards, 1972-95**, arranged numerically by assigned docket number. The records

consist of cards for abandonment dockets #1-447. The cards give a brief synopsis of the case, the name of the railroads involved, and the abandonment docket number.

III.66 The electric railway (trolley) dockets, 1934-52 (12 ft.)(MLR Entry 39, UD), are arranged by docket number. Cases related to the status of electric railways to determine if railroad is a common carrier under the section 1 proviso of the Railway Labor Act as amended, June 21, 1934, (48 Stat. 1185) and the Railroad Retirement Act of 1935 (49 Stat. 967). The dockets include financial and operating information concerning the railroad. The records are divided up into Railway Labor Act dockets and electric railway dockets. A list of dockets follows:

1. Railway Labor Act Dockets

Texas Electric Railway
Sacramento Northern Railway
Waterloo Cedar Falls and Northern Railway
Piedmont and Northern Railway
New York, Westchester, and Boston Railway
Hudson and Manhattan Railroad
Chicago, North Shore, and Milwaukee Railroad
Chicago, South Shore, and South Bend Railroad
Chicago, Warehouse, and Terminal Co.
Des Moines and Central Iowa Railroad
Fort Dodge, Des Moines, and Southern Railroad
Utah-Idaho Central Railroad
Salt Lake and Utah Railroad
Pacific Electric Railway
Oklahoma Railway

2. Electric Railway Dockets

Indiana Railroad
Chicago, North Shore, and Milwaukee Railroad
Cincinnati and Lake Erie Railroad
Chicago, Aurora, and Elgin Railroad
Interurban Electric Railway
Lorain Street Railroad
Chicago, South Shore, and South Bend Railroad
Hudson and Manhattan Railroad
Oklahoma Railway
Denver and Intermountain Railroad
San Francisco and Napa Valley Railroad
Portland Traction Co.
Chicago, Aurora, and Elgin Railroad
Municipal Belt Line Railway of Tacoma, Washington
Subway Division, Rochester Transit Corporation, Rochester, NY
Philadelphia and Western Railroad
International Railway
Gulfport and Mississippi Coast Traction Co.
Alabama Power Co.
South Brooklyn Railway
Baltimore and Annapolis Railroad
North Coast Transportation Co.

III.67 The series district railway dockets, 1912(0.2 ft.)(MLR Entry 41, UD), consists of District Railway Docket #1, *R.H. McNeill vs. Washington Railway & Electric Company, et al*, dated 1912.

III.68 The subject index to ICC dockets, 1887-1955 (60 ft.)(MLR Entry 37, UD), is arranged alphabetically by subject and thereunder chronologically. It indexes a wide variety of general subjects and commodities that traveled by common carrier.

III.69 The general counsel's numbered memorandums, 1914-62 (102 vols., 6 ft.)(MLR Entry 32, UD), are arranged by year and thereunder sequentially by memorandum number. They consist of memorandums to the Commission giving legal advice on rate cases and other matters concerning common carriers, including railroads. Some of the memorandums include documentation relating to Federal court decisions concerning cases involving the ICC. The subjects of the memorandums do not include valuation matters.

III.70 Miscellaneous historical materials, ca. 1887-1967 (4 ft.)(MLR Entry 34, UD), is an unarranged collection of 101 miscellaneous manuscripts, typescripts, printed documents, clippings, cartoons, photographs, and other records relating to the history of the ICC. These were assembled for exhibition during the Commission's 75th anniversary celebration. They were selected from many sources within the ICC. A detailed list of the documents is available.

III.71 Miscellaneous records, ca. 1920-1977 (1 ft.)(MLR Entry 35, UD), are unarranged. They include transcripts of hearings and witness statements for Ex Parte Docket #293, Northeast Railroad Investigation, Rail Services Planning Office Review of Secretary of Transportation Rail Service Report, dating 1974; legal materials, dating 1942; a report entitled *The Interstate Commerce Commission During the Administration of President Lyndon B. Johnson*; *Minutes of the Railroad Labor Board, 1920*; and miscellaneous finance dockets.

III.72 From 1887 to 1906, the Operating Division was the administrative arm of the Commission. The Secretary headed the Division. The series **files of the Operating Division, 1887-1906** (71 ft.)(MLR Entry 1, NC 59), is arranged by assigned number. The files consist of the incoming and outgoing correspondence of the Chairman of the Commission, the individual commissioners, the Secretary of the Commission, and the Operating Division. The correspondence, with members and committees of Congress, other Federal agencies, state regulatory agencies, rail carriers, shippers, and the public relates to administrative problems including Interstate Commerce Act enforcement, courts tests of its provisions, amendments to the act, Commission policies and regulations, carrier obligations under the act, shippers' inquiries and complaints regarding carrier valuations, rates and practices, and general administrative matters. This series acts as the central correspondence file for the ICC for this period and documents the evolution of railroad regulation, among other subjects. This series is indexed by the **briefing slip index to general correspondence files of the Operating Division, 1887-1906** (14 ft.)(MLR Entry 2, NC 59), which is arranged alphabetically by name of carrier, subject or correspondent. The multiple briefing slips for each file number contain identical information regarding the correspondence covered: date of incoming letter, name of correspondent, name of carrier involved, subject, file number, date of filing, and cross-reference data.

III.73 The Operating Division's **general letters, 1887-1942** (115 ft.)(MLR Entry 1, UD), are arranged chronologically. The series consists of press copies of letters sent and addressed to members of Congress, agency heads, state governors, and business leaders. Much of the correspondence involves railroads. Each volume contains an index to the names and titles of addressees.

III.74 The records of the Bureau of Traffic include the following series:

1. director's files, 1920-68 (195 ft.)(MLR Entry 16, UD), arranged chronologically. They consist of correspondence, memorandums, telegrams, charts, maps, and other records relating to the Bureau's activities, which include regulation of rates for common carriers. These files are indexed by the following entry.

2. alphabetical subject index to the director's files, 1921-51 (6 ft.)(MLR Entry 17, UD), arranged alphabetically by subject. The index includes references to various docketed case files filed under "Dockets," a name index to incoming letters and memorandums, and miscellaneous name and subject indexes for documentation relating to water carriers.

3. **miscellaneous letters relating to traffic tariff rulings, 1908-20** (0.3 ft.)(MLR Entry 10, UD), arranged by letter number. These incoming and outgoing letters generally regard railroad passenger tariff rulings.
 4. **ledgers relating to tariff statistical summaries, 1896-1952** (0.4 ft.)(MLR Entry 5, UD), containing statistical date on tariffs received;
 5. **official transcripts of conferences, 22-23 June 1917 and 2-4 August 1921** (0.3 ft.)(MLR Entry 23, UD), arranged chronologically. The conferences concern the proposed revisions of Tariff Circulars 18A and 20.
 6. **memorandums sent by the Release Rate Board to Division #2, March 1917-March 1950** (3 ft.)(MLR Entry 24, UD), arranged numerically (1-1146). The series consists of released rate memorandums describing applications and claims filed by common carriers, including railroads, for approval of passenger and freight rates. It also includes released rate orders issued by the ICC.
 7. **memorandums sent by the Board of Reference to Division #2, September 1916-November 1941** (0.7 ft.)(MLR Entry 25, UD), arranged sequentially by memorandum number. These are memorandums concerning the establishment of rules and regulations concerning and claims of common carriers, including railroads, regarding freight and passenger rates. The memorandums reference the special docket number.
 8. **Board of Reference briefs (Series a), 1916-48** (1 ft.)(MLR Entry 27, UD), arranged sequentially by brief number. The briefs contain an abstract of the issues and facts of each case and the Board of Reference position or ruling in case. The briefs reference the Board of Reference memorandum number and file number.
 9. **minutes of meetings of the Board of Reference, September 1910-September 1951** (1 ft.)(MLR Entry 28, UD), arranged chronologically. The series contains minutes of meetings of the Board of Reference, which consists of approval or other actions on special dockets and memorandums concerning freight and passenger rates of common carriers, including railroads.
 10. **memorandums received by the Board of Reference, February 1917-March 1953** (4 ft.)(MLR Entry 29, UD), arranged sequentially by memorandum number. These are memorandums sent by the Division of Correspondence and Claims, Correspondence Section, and later the Bureau of Informal Cases to the Board of Reference. The memorandums refer to information gathered from common carriers, mainly railroads, concerning their claims and applications for rate changes.
- III.75** The Bureau of Traffic, Passenger Branch, Section of Tariffs produced the series **canceled passenger tariffs, 1887-1935** (429 ft.)(MLR Entry 7, NC 59), arranged alphabetically by name of the common carrier, mainly railroads. The series consists of schedules of fares and charges for transportation of passengers in interstate and foreign commerce. The tariffs were filed by common carriers subject to the jurisdiction of the Commission. The records include most of the canceled tariffs of carriers from 1887 to 1916, but only those of abandoned lines after 1917. These records contain information concerning rate trends and operating facilities and conditions of carriers.
- III.76** The records of the Bureau of Traffic, Fourth Section Board, contain the following two series:
1. **Fourth Section order files, 1911-82** (17 ft.)(MLR Entry 43, A1), arranged numerically by fourth section order number. The records consist of one copy of each published order of the Fourth Section Board created since its inception that summarizes the contents of the carrier's application and shows the Commission's decision on each case. The orders relate to carrier's seeking authority pursuant to Section 4 of the Interstate Commerce Act to establish rates and fares without observing the long and short haul or aggregate-of-intermediate rates provisions of the act. Most of these case files involve railroads.
 2. **selected Fourth Section dockets, ca. 1910-72** (59 ft.)(MLR Entry 19, UD; MLR Entry 44, A1), arranged numerically by docket/application number. The docket files include applications filed under section 4 of the Interstate Commerce Act by carriers seeking permission to maintain higher rates and

charges at intermediate points than at more distant points. Also included are related papers created in the process of making determinations on the case. With gaps, boxes 109A-C contain application numbers 1-3636.

III.77 The following five series descriptions, for records of the Bureau of Transport Economics and Statistics, are the result of a recent redescription of the former series, **annual reports of carriers, 1915-61** (2330 ft.):

1. annual reports of railroads, water carriers, and pipeline companies submitted to the Interstate Commerce Commission, 1915-61 (1842 ft.)(MLR Entry 41A A1), arranged chronologically by year and thereunder sequentially by assigned report number. The date span of the records is 1915 to 1961 with gaps. Carriers subject to the jurisdiction of the Commission filed the reports. The reports contain data on the corporate structure and history of the carriers and their financial condition and operating activities. The types of carriers include steam railroads, electric railroads, railway express companies, sleeping car companies, water carriers, and private car owners. This series is an accretion to the National Archives Microfilm Publication T913, *Annual Reports of Common Carriers to the Interstate Commerce Commission, 1888-1914*. The reports are arranged by year and thereunder by assigned number according to the following scheme.

Reports # 1-9: Sleeping Car Companies (Pullman Company - Report #1)

Reports #10-99: Railway Express Companies (American Railway Express - Report #17)

Reports #100-1999: Large and Medium Steam Roads and Switching and Terminal Companies and Lessor Companies (mostly large steam)

Reports #2000-3999: Small Roads

Reports #4000-4999: Large and Medium Steam Roads and Switching and Terminal Companies (mostly switching and terminal companies)

Reports #5000-5999: Small Switching and Terminal Companies

Reports #6000-6299: Large and Medium Steam Roads and Switching and Terminal Companies (mostly medium roads)

Reports #6300-6999: Electric Railways

Reports #7000-9999: Carriers By Water

Reports #10,000-: Additional Large and Medium Steam Roads

Reports #21,000-: Pipeline Companies

There were minor changes to this filing scheme, usually just a change in wording. The only substantive change was made in the early 1950s to add "Persons Furnishing Cars or Protective Services--Owners of 1000 or More"--Reports #9500-9999.

2. index to common carrier (railroad) annual reports, 1887-1988 (MLR Entry 43 A1), arranged alphabetically by name of railroad. Entries give the name of the railroad, dates and numbers of extant annual reports, and dates and the existence of Circular 11's. This series indexes the railroad annual reports in the Annual Reports of Railroads, Water Carriers, and Pipeline Companies Submitted to the ICC and the Reports of Mileage and Other Information Pertaining to Railroads, ICC Circulars 11, 12, and 13.

3. annual reports of common carriers to stockholders, 1833-1971 (97 ft.)(MLR Entry 41C A1), arranged by date span and thereunder mostly alphabetically by name of common carrier. These copies of original annual

reports prepared by railroad companies, water carriers, freight forwarders, pipeline companies, and motor carriers and submitted to stockholders were maintained by the ICC. Most of the reports are for railroad companies. Carriers were required to submit copies of these reports to the Commission. The earliest reports are for the Baltimore and Ohio Railroad and begin in 1833. The later reports contain many photographs, charts and graphs and are in color.

4. reports of mileage and other information pertaining to railroads, ICC Circulars 11, 12, and 13, 1891-1944 (19 ft.)(MLR Entry 41D A1), arranged alphabetically by name of railroad. These circulars were sent to railroads as part of the ICC Statistics Division tabulation of railway mileage in the United States. The circulars give general information pertaining to railroads including total single-track mileage and the name of the official in charge of statistics for the railroad. Circular 11 was sent to both public and private railroads, and Circular 12 was sent primarily to lines newly projected or constructed. Circulars exist for years that railroads that did not submit annual reports.

5. miscellaneous annual reports of common carriers submitted to the Interstate Commerce Commission, 1947-61 (10 ft.)(MLR Entry 41 E A1), arranged by type of form, thereunder by year, and thereunder mostly alphabetically by name of common carrier. The records consist of annual report forms submitted to the ICC by several sources including: Freight Forwarders, gross revenue of \$100,000 or more (Form F-a); Freight Forwarders, gross revenue under \$100,000 (Form F-b); Class C Water Carriers (Form K-C); Persons Furnishing Cars or Protective Services, Owners of 1,000 Cars or More (Form B-1); Persons Furnishing Cars or Protective Services, Owners of Between 100-1,000 Cars (Form B-2); and Rate Bureaus and Organizations (Form RBO). These reports include information such as the names of the largest stockholders, states in which operations were conducted, amounts of total assets, liabilities, surplus, investments, revenue and expenses, and number of employees. Most of these reports concern railroads or are railroad related. These reports are not included in the Annual Reports of Railroads, Water Carriers, and Pipelines Submitted to the Interstate Commerce Commission, 1915-61.

III.78 The Bureau of Locomotive Inspection, Office of the Chief Inspector created the following two series:

1. locomotive inspection policy correspondence files, 1911-55 (29 ft.)(MLR Entry 8 UP), arranged in alphabetical order by name of rail carrier. These files consist of incoming and outgoing correspondence between the Bureau and rail carriers involving policies or regulations concerning locomotive and tender inspections or the results of such inspections; permission to carriers to take actions affecting their locomotives; and noncompliance by carriers ordered to take locomotives out of service.

2. opinions and decisions regarding locomotive safety, 1912-63 (1 ft.)(MLR Entry 9 UP), arranged in topical order (Counsel's Opinions, Court Decisions, Appeals Decisions). The records consist of legal materials involving locomotive or tender safety assembled by the Office of the Chief Inspector, apparently for the use of the latter. Included are a typewritten digest of locomotive safety laws and court decisions, summaries of Supreme Court and Appeals Court decisions, and the opinions of the Chief Counsel on court decisions affecting the Bureau's authority and operations.

III.79 The Bureau of Safety, Medal of Honor Committee produced the **Medal of Honor case files, 1905-55** (3 ft.)(MLR Entry 5 UP), arranged in case number order, running from 1-105, that document application and candidacy procedures for Medals of Honor recipients. These awards were created in 1905 to honor persons endangering their lives by saving or trying to save others in a rail carrier wreck, disaster, or serious accident, or who endeavored to prevent such an accident. There are 105 case files in these records. A typical example is Case File #73 which details an award of the Medal of Honor to Will Gibson, a "colored" baggage and station porter on the Atlantic Coast Line Railroad. On February 9, 1940, in Dotham, Alabama, at about 11:40 a.m., Gibson saved a 4-year-old boy who ran in front of an oncoming train. Neither person was seriously injured. The file contains correspondence, newspaper clippings, and drawings of the accident site.

III.80 The Bureau of Safety, Section of Railroad Safety created **railroad accident investigation reports, 1911-63** (10 ft.)(MLR Entry 6 UP), arranged chronologically in report number order. The records consist of official file

copies of carrier accident investigation reports. These reports are required by the Accident Reports Act of May 6, 1910.

III.81 The Bureau of Valuation, established in 1916 as the successor to the Division of Valuation, assumed primary responsibility for preparing inventories of the fixed physical property and assets of domestic railway carriers in support of the Commission's work of determining valuation rates authorized by acts of Congress and implemented and enforced by Commission regulations. The Accounting and Engineering sections of the Bureau, acting under the general direction of the Bureau's commissioner in Washington, supervised the field activities of accountants and engineers who compiled technical data for the commissioner. The Commissioner of the ICC, in consultation with other members at the ICC's general sessions, used this and other data in establishing property assessment rates, in preparing for public hearings or other proceedings attended by railroad company counsel, and in promulgating valuation orders. The Bureau was abolished in 1954 upon its merger with the former Bureau of Accounts and Cost Finding. The Bureau's inventorying and appraising functions passed to the Bureau of Accounts, Cost Finding, and Valuation.

III.82 The valuation records created by the ICC provide detailed documentation pertaining to the railroads of the United States from their beginning until the 1960s. Most of these valuation records were created during the period 1915 to 1920 by ICC and railroad employees who undertook a massive project to inventory almost every aspect of the existing railroad system in the United States. The records are divided into two general subdivisions: the basic valuation records and the period updates. The basic valuation records will allow a researcher to obtain for the period 1915 to 1920 information about the railroad facilities existing at a particular location, the land owned by a railroad and how it was acquired, the land adjacent to railroad property, and the financial history of the railroad from its earliest operations to the date of basic valuation. Periodic updating records allow a researcher to follow changes in facilities from the date of basic valuation and changes in the financial condition of the railroad corporation to the 1960s. In addition, the records will allow a researcher to determine the specific rolling stock held by a railroad for the period from basic valuation to the 1960s. Such information, however, is not contained in any single type of record. The general subject categories of the records are land, engineering, and accounting reports and supporting documentation. Valuation records include the following series:

1. valuation section maps, 1914-21 (2 vols., 0.4 ft.)(MLR Entry 8, A1), arranged alphabetically by name of railroad. These maps are railroad route maps prepared by the valuation engineers assigned to the district offices of the Bureau of Valuation. The manuscript maps, when submitted to Bureau headquarters in Washington, supplemented inventory reports on railway company property and furnished technical and pictorial data need for used in determining valuation rates on carriers subject to ICC jurisdiction. The maps show, for each section of track, the name of the railroad and the valuation section number, as well as the surrounding geographical and other physical features of land near railroad terminals. These maps are also in the front of the final land report and the final engineering report. More important, these maps are used as a finding aid to determine the valuation section number of pertinent trackage so that other valuation records can be consulted.

2. valuation orders and related land and engineering section records, 1914-34 (0.3 ft.)(MLR Entry 9, A1), arranged sequentially by valuation order number (1-25) or by name of operating unit and thereunder by type of record. In this series are electrostatic copies of a record set of ICC valuation orders or circulars approved by the Commission, as well as copies of memorandums and instructions issued by the Land and Engineering Section of the ICC's Bureau of Valuation. The records cover such subjects as the development of criteria on which to base determinations of property assessment rates on railroads, the establishment of technical terminology for defining and describing the inventory of railroad companies, the formulation of improved operating procedures in the Land and Engineering Sections, and the preparation and execution of instructions for field work conducted by the branches of the Land and Engineering Sections.

3. minutes of meetings of the Division of Valuation, March 17, 1913-December 31, 1959 (2 ft.)(MLR Entry 18, UD), arranged chronologically.

4. valuation (dockets) case files, 1916-27 (1204 ft.)(MLR Entry 6A, A1), arranged by assigned docket number. These dockets record the formal administrative proceedings during which the ICC reached an initial valuation decision of railroad property under an act of March 1, 1913. A typical file includes the engineering, land, and

accounting final reports which contain summary information based on the findings of the valuation-supporting documentation; the tentative valuation of the Commission; protests by the carriers; transcripts of testimony; exhibits; briefs; petitions; and the report and order of the Commission. Dockets are numbered 1-1250. The valuation dockets are indexed by the **alphabetical index to valuation dockets, 1914-20** (2.5 ft.)(MLR Entry 6C A1), which is arranged alphabetically by name of railroad or common carrier, and the **numerical index to valuation dockets, 1914-20** (1.5 ft.)(MLR Entry 6D A1), which is arranged numerically by docket or case file number. These indexes consist of index cards listing the name of the railroad or common carrier, the docket number, and cross-references to published valuation reports. The alphabetical index is particularly useful since it contains references to subsidiary railroads.

5. valuation case files, 1916-27 (oversized exhibits) (6 ft.)(MLR Entry 6B, A1), arranged by assigned docket number.

6. accounting schedules, related documentation, and narrative reports compiled by ICC employees that pertain to the financial histories of railroads, 1914-57 (918 ft.)(MLR Entry 10, A1), arranged sequentially in multivolume bundles of binders, thereunder by name of railroad company, thereunder by volume or book number, and thereunder by type of record (schedules, returns, corporate histories, or exhibits). The schedules provide extensive financial data covering subjects such as profit and loss, cost of construction, bonds issued and retired, and securities purchased and sold. Related records exist mostly for the smaller railroads and include material relating to the their financial histories.

III.83 The records of the Bureau of Valuation, Engineering Section, include the following series:

1. engineering field notes of ICC parties surveying the physical property of railroads, 1914-29 (2467 ft.)(MLR Entry 11 A1), arranged by name of railroad, thereunder by type of notes (roadway, structural, bridge, building, chaining, and computations), thereunder by valuation section number, and thereunder by book or volume number. Field notes contain information concerning grading, ballast, ties, track, and all railroad structures. The three main types of notes are the chaining notes, the bridge and building notes, and inventories of furnishings. The chaining notes detail every mile of railroad. These notes provide detailed descriptions of the railroad right-of-way, giving to the nearest foot the location of crossings, culverts, bridges, and the intersection of railroad track. The bridge and building notes, if they are of high quality, contain detailed descriptions of structures and are frequently supplemented by photographs and/or blueprints. An index to the engineering field notes, arranged alphabetically by name of railroad, is available. This index lists the box numbers and sometimes the nature (i.e. type of engineering field notes and the valuation section) of the notes that are available.

2. final engineering reports showing cost of reproduction of carrier property, 1910-35 (404 ft.)(MLR Entry 27, 32, 34, A1), arranged in sequentially numbered multivolume bundles of binders, thereunder alphabetically by name of railroad company, and thereunder chronologically. These reports summarize the information in the engineering field notes concerning the fixed property of railroads and rolling stock. This series includes the first and second carbons of the report. There are missing binders from each set of carbons. The original report is included in the valuation case files. A bundle list is available.

3. equipment and machinery schedules, 1914-39 (79 ft.)(MLR Entry 26, A1), arranged sequentially in multivolume bundles of binders, thereunder alphabetically by name of railroad company, and thereunder by volume number. Schedules were submitted by railroads as inventories of their holdings of various types of equipment, including steam locomotives and rolling stock. Schedules exist for some smaller railroads mostly in the Southeastern United States. A list of railroads for which schedules exist is available. This list gives the name of the railroad and the bundle number.

4. periodic forms updating final engineering reports, 1915-74 (4005 ft.)(MLR Entries 17, 25, 30, 31, 33, A1), arranged sequentially in four chronological blocks, thereunder sequentially by assigned docket number in multivolume bundles of binders, and thereunder alphabetically by name of railroad or other common carrier or industrial company. The first update forms cover over a decade, but the railroads were subsequently required to submit annual updates.

5. statements compiled by railroad employees relating to the history of the railroad, 1915-28 (23 ft.)(MLR Entry 29, A1), arranged chronologically, thereunder alphabetically by name of railroad, and thereunder by volume number or numerically, and thereunder alphabetically by name of railroad. These statements usually consist of charts showing the corporate organization of railroads. In some cases, the statements include a narrative history of the railroad. The narrative histories are only available for some railroads. A list of railroads covered is available.

6. railroad inspection reports compiled by ICC representatives, 1930-58 (5 ft.)(MLR Entry 28, A1), arranged alphabetically by name of railroad. The ICC compiled these reports during the late 1930s and early 1940s. Many of them contain numerous photographs about the facet of the railroad's operation being inspected. They do not, however, cover many railroads. There is a list of railroads covered in this series.

III.84 The Bureau of Valuation, Land Section, created the following series:

1. land acquisition forms, 1914-39 (771 ft.)(MLR Entries 12, 23, 24, A1), arranged sequentially in multivolume bundles of binders, thereunder alphabetically by name of railroad company, and thereunder by volume number. The forms detail the acquisition of each parcel of land the railroad is using for common-carrier purposes that is part of the right-of-way covered by the valuation map as well as some parcels not being used for that purpose. Equipment and machinery schedules are sometimes included with these forms. An index to these records, arranged by name of railroad, is available.

2. grant schedules, 1914-28 (14 ft.)(MLR Entry 20, A1), arranged in multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume number. The series consists of schedules recording grants to railroads by the Federal, state, or local governments; corporations; and individuals. Some grants were for common-carrier purposes and others were for financial considerations. An index, arranged by name of railroad, is available.

3. leasing schedules, 1914-23 (10 ft.)(MLR Entry 19, A1), arranged in multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume number. The records consist of schedules recording leases of railroad-owned land to individuals, corporations, and municipalities. An index, arranged by name of railroad, is available.

4. land field notes of ICC appraisers relating to the current value of real estate adjacent to railroad rights-of-way, 1915-28 (298 ft.)(MLR Entry 18, A1), arranged alphabetically by name of railroad company and thereunder by volume number. These are notes compiled by the ICC to determine the current value of land adjacent to railroad rights-of-ways. Each note pertains to a land appraisal zone, which was established at each point where property adjacent to a railroad right-of-way changed in value. Each note describes the land in the zone and provides an estimate of its current value per acre or per square foot. An index to the records, arranged alphabetically by name of railroad, is available. The index lists the name of the railroad and the box and volume number.

5. final land reports showing value of land owned or used by common carriers, 1914-32 (107 ft.)(MLR Entry 22, A1), arranged in multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume or part number. These reports summarize some information in the land acquisition forms and land field notes concerning the land owned or leased by railroads. They provide compilations of the value of land used by railroads for common-carrier purposes. Perhaps, most important, they serve as a finding aid to the valuation records. The final land report enables one to identify the relevant engineering field notes, the maps, the land acquisition schedules, the grant schedules, and the land appraisal field notes regarding a specific location. The final land reports are also maintained with the valuation case files.

6. periodic forms updating final land reports, 1915-60 (323 ft.)(MLR Entry 21, A1), arranged in sequentially numbered multivolume bundles of binders, thereunder alphabetically by name of railroad, and thereunder by volume. The first update forms cover over a decade, but the railroads were subsequently required to submit annual updates. These forms covered the major acquisitions or sale of land used for common-carrier purposes.

III.85 Among the general records of the ICC, the cartographic records associated with the formal cases consist of manuscript, annotated, published, and photoprocessed maps of the United States and parts of the United States which were submitted as exhibits in the cases. Most of the maps pertain to the railroad industry. Many of the maps show railroad lines and systems, industrial sites and the railroads serving the industries, freight association districts, terminal points and railroad properties, corporate ownership of railroad lines, information concerning rates charged for shipment of freight, and operating and maintenance costs for railroad lines. The maps are arranged numerically by docket number.

III.86 The maps filed with the finance cases consist of manuscript, annotated, published, and photoprocessed maps and profiles of railroad lines, maps showing railroad rights-of-way, and maps showing proposed railroad routes. These maps are arranged numerically by docket number.

III.87 The records of the Bureau of Valuation include the **railroad valuation maps, 1915-62**. These maps are arranged alphabetically by name of railroad, thereunder by valuation section, and thereunder by map number. Almost all of the maps are 25 by 54 inches and cover 1/2 mile, 1 mile, 2 miles, 3 miles, or 4 miles of track. They contain many engineering details such as the layout of track and the locations of buildings and bridges. These maps contain detailed track plans for all the railroads in the continental United States, ca. 1918.

III.88 Still pictures among the ICC records include **broadsides advertising special railroad excursions** (134-EX). This series consists of four letterpress posters advertising special excursions or excursion-type fares on the Old Colony; Pittsburgh and Lake Erie; Rome, Watertown and Ogdensburgh; and the Western New York and Pennsylvania Railroads.

III.89 Electronic records of the ICC include the **waybill public use files, 1983-1995**. The Commission has collected railroad waybill samples for nearly a century and, since 1946, a continuous sample of all railroad carload traffic has been taken on an annual basis. The waybill public use files are collected under contract by the Association of American Railroads (AAR) for the ICC and its successor agency, the Surface Transportation Board of the U.S. Department of Transportation. The electronic records represent an annual statistical sample of railroad traffic over the nation's rail system, beginning in 1983. For 1983 to 1995, there are between 235,000 and 400,000 records per year and one electronic records file per year. The purpose of each annual sample of railroad waybills is to measure railroad traffic flows and freight rate characteristics on a continuous, nationwide basis. These public use files are created from the ICC master data files by suppressing data to protect business confidentiality of the reporting entity. The number of data elements in the records varies over time but includes traffic information for each waybill movement such as the year, number of carloads, AAR car type, commodity code, billed weight in tons, freight revenue, transit code, all rail/intermodal code, actual miles, origin and termination states, number of interchanges, interchange states, and origin and termination freight rate territories.

[Continue to Part IIIC](#)

[Return to Table of Contents](#)

[Return to R&LHS Home Page](#)

U.S. NATIONAL ARCHIVES & RECORDS ADMINISTRATION

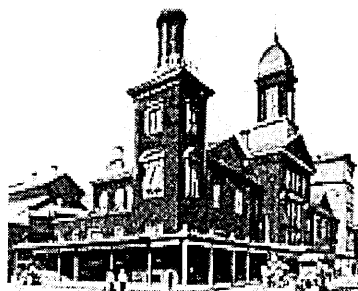
www.archives.gov

August 14, 2003

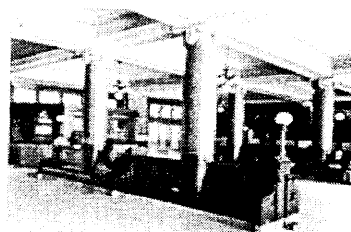
Spring 1997, Vol. 29, No. 1

Archivist's Perspective

Riding the Rails Up Paper Mountain: Researching Railroad Records in the National Archives

By David A. Pfeiffer

Interior shot taken of Camden Station, B & O Railroad, Baltimore, Maryland. Records of the Interstate Commerce Commission, RG 134, Textual Reference Division.



Exterior photo of Camden Station taken in 1921.

Railroads have played an enormous role in American history, particularly in the saga of the settlement of the American West in the nineteenth century. Railroads have also played a major part in military operations and civilian supply activities during wartime. The growth of interstate commerce and mass transportation is mostly attributable to railroads. The National Archives and Records Administration (NARA) has a large volume of textual records, maps, still photographs, and motion pictures relating to railroads. Significant information about railroads is contained in more than fifty record groups comprising hundreds of series. This article highlights several examples of textual railroad records.

The American research public is slowly discovering the value of railroad records. Reference requests at NARA have been increasing over the years as more records relating to railroads have become available and as researchers have become aware of them. Many of these researchers are interested in gathering information either on a particular railroad or on a specific geographic area. The researchers include railroad buffs who are interested in the history of a railroad, model railroaders who request railroad track plans, attorneys involved in land-use litigation who need to determine title to parcels of land that were owned by a railroad, historic preservationists who are interested in construction details for railroad structures such as passenger and freight stations, genealogists interested in tracing ancestors who were railroad employees or involved in railroad accidents, and historians interested in the U.S. government's control and use of the railroads during wartime.

Railroad Valuation Records

Some of the most popular records among model railroaders, historic preservationists, railroad history buffs, and even genealogists are the railroad valuation records of the Interstate Commerce Commission (ICC). These records provide documentation pertaining to the railroads of the United States from their beginning until the 1960s. Most valuation records were created between 1915 and 1920 by the ICC and railroad engineers who undertook a massive project to inventory almost every aspect of the U.S. railroad system for the purpose of determining a net worth for each railroad. This value was then used to calculate passenger and freight rates.

The valuation records in NARA's custody total approximately eleven thousand cubic feet and are divided into two general subdivisions. Basic valuation records provide information about the railroad facilities existing at a particular location, the land owned by the railroad and how it was acquired, and the land adjacent to railroad property during the period 1915-1920. Periodic engineering updates follow changes in facilities and rolling stock held by a railroad from the period of the basic valuation to the 1960s.(1)

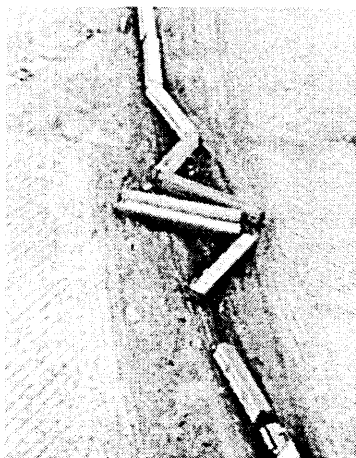
The valuation records generally comprise land, engineering, and accounting final reports and supporting documentation, including field notes and maps. A typical example of the valuation records are the records

pertaining to the Baltimore and Ohio (B&O) Railroad's Camden Station in Baltimore, Maryland. The valuation maps, which are very popular with model railroaders, include detailed track plans for Camden Yards and the immediate vicinity. Each track map (a twenty-four-by-fifty-four-inch blueprint) covers one mile of track. The maps include the area between Camden Station and Bailey's Roundhouse at the southern end of the yard and show the location of railroad structures on the right-of-way.(2)

The engineering field notes for Camden Yards contain construction details of the station, the warehouse building, the roundhouse, and other railroad structures in the yard. The engineering notes include drawings and photographs including views of the interior and exterior of Camden Station, the train shed, the freight office, and the warehouse.(3)

The land field notes include the names of the owners and the value of the land adjacent to the railroad right-of-way around 1915. Finally, the land acquisition schedules list the landowners from whom the B&O acquired the station and yards, giving the name of the landowner, the date and cost of acquisition, type of instrument (such as lease grant, right-of-way deed or condemnation), and the parcel of land involved. The schedules are particularly useful for genealogists, provided they know the geographic location where their ancestor resided.(4)

Another series of records in the ICC railroad valuation records are the railroad inspection reports of 1939-1942. These reports include a typed summary of the ICC inspection of railroad facilities and often photographs of railroad structures and equipment. The report for the Alton Railroad contains an unusually large number of photographs.(5)



An aerial photograph from the accident report shows the aftermath of a 1961 collision between a Chicago, Rock Island, and Pacific passenger train and a motor-grader. Records of the Federal Railroad Administration, RG 399, Textual Reference Division.

Railroad Accident Reports

Railroad accident reports hold particular of interest for genealogists and railroad historians. The National Archives has custody of railroad accident reports for the period 1911-1984 in the records of the Interstate Commerce Commission and the Federal Railroad Administration.

One of several series of accident reports are the "Reports of Investigations of Railroad Accidents, 1958-1964," prepared by the ICC, in the records of the Federal Railroad Administration. In this series the accident reports are typed summaries that average ten pages in length and include photographs and track diagrams. Railroad Accident Investigation Report #3931 describes the collision of a Chicago, Rock Island, and Pacific passenger train with a motor-grader near Beech, Iowa, on November 16, 1961. This collision resulted in injuries to 110 people, including 82 passengers and the driver of the motor-grader. The crash was caused "by a motor-grader being driven onto a rail-highway grade crossing immediately in front of an approaching train."(6) The report includes a discussion of the location of accident, method of operation, description of the accident, the motor vehicle and driver, and the cause of the accident.

The largest series of records (106 cubic feet) relating to railroad accidents are the "Accident Investigation Report Files, 1969-84," in the records of the Federal Railroad Administration. These records comprise case files containing much more information than the published accident reports. Files typically include the factual accident report, copies of the railroad rules and regulations that relate to the accident, other railroad publications including timetables, statements of witnesses to the accident, railroad test and inspection data

reports, railroad bulletins and notices, railroad investigation reports, and drawings and photographs of the wreckage at the accident site.(7)



A golden spike was driven at Promontory Point, Utah, to signal the completion of the first linkage of railroads across the American continent. NARA 16-G-99-2-1, Still Picture Branch.

Annual Reports of Railroad Companies

The annual reports submitted by railroad companies are useful to researchers interested in the history of railroads. The National Archives has custody of annual reports from 1862 to 1963 in the records of the Department of the Interior, the Commissioner of Railroads, and the Interstate Commerce Commission. The secretary of the interior was responsible for collecting annual reports from the Union Pacific, Central Pacific, Northern Pacific, Atlantic and Pacific, and the Southern Pacific railroads, companies that were receiving aid from the government between 1862 and 1878.

One prime example of an annual report is that submitted by the Union Pacific Railroad in 1869, which proclaimed the connecting of the rails of the Union Pacific and the Central Pacific Railroad on May 10, 1869, at Promontory Point, Utah. In his letter at the beginning of the report the president of the Union Pacific, Oliver Ames, declared that "the extraordinary efforts of these two companies in pushing forward this great trans-continental railway to completion seven years in advance of the time prescribed by law, (1876) has resulted in a very heavy increase in the cost of construction; yet the rapid development of the mining and agriculture districts, consequent upon the cheap and easy transportation thus afforded, will be of great advantage to our whole country and hence more than compensate the government for the subsidies granted." (8) The report also includes lists of the names of the board of directors and the stockholders. The report of the chief engineer describing the construction of the railroad and the report of the operating department of the railroad are also prominent in the annual report. This annual report is found in the records of the Department of the Interior, Lands and Railroads Division, "Railroad Packages, 1849-1901."

The Lands and Railroads Division handled business of the Office of the Secretary of Interior concerning disposal of public lands, land grants, private land claims, and other functions as provided by the Homestead Act and other laws. The division also handled matters concerning the Pacific and land grant railroads, such as aiding the construction of railroads by federal land grants. The Railroad Packages, dating mostly from 1862 to 1881, are chiefly letters received from the President, the Commissioner of the General Land Office, and other federal officials concerning land grant and Pacific railroads. Annual reports from the land grant railroads are also included. (9)

The records of the commissioner of railroads include railroad annual reports for the period 1878 to 1904. These reports were submitted by railroads whose tracks lay west, north, or south of the Missouri River and to which the United States had granted loans, subsidies, or land. (10)

The ICC records include the annual reports of all common carriers for the period 1887 to 1963. These reports were submitted on an ICC standard form, are usually twenty to forty pages in length, and typically include the identity of the respondent, the comparative general balance sheet assets and liabilities, investment in road and equipment, income and profit and loss accounts, railway operating revenues and expenses, income and rents, employees and their compensation, important changes during the year, and description of equipment. (11)

[Riding the Rails Up Paper Mountain, Part 2](#)
[Riding the Rails Up Paper Mountain, Part 3](#)

Articles published in *Prologue* do not necessarily represent the views of NARA or of any other agency of the United States Government.

Page URL: http://www.archives.gov/publications/prologue/spring_1997_railroad_records_1.html

U.S. National Archives & Records Administration

700 Pennsylvania Avenue NW, Washington, DC 20408 • 1-86-NARA-NARA • 1-866-272-6272

U.S. NATIONAL ARCHIVES & RECORDS ADMINISTRATION

www.archives.gov

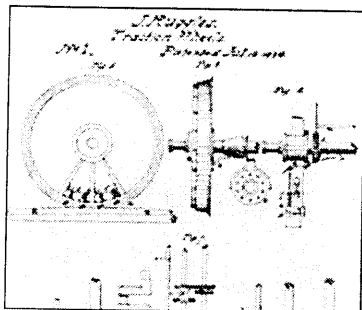
August 14, 2003

Spring 1997, Vol. 29, No. 1

Archivist's Perspective

Riding the Rails Up Paper Mountain: Researching Railroad Records in the National Archives, Part 2

By David A. Pfeiffer



The earliest extant railroad invention patent from July 28, 1836, was for traction wheels created by John Ruggles of Thomaston, Maine. Records of the Patent and Trademark Office, RG 24, Cartographic and Architectural Branch.

Patent Application Files

Those interested in the history of railroad technology should be aware of the existence of the invention patent application files. The National Archives currently has custody of these files dating from 1836 through 1918. The earlier patents and their models were destroyed in a fire at the Patent Office building in 1836. The National Archives also has custody of the reconstructed patent drawings from the period 1790-1836.

The early invention patent application files are jacketed. The outside cover gives such information as the patent application number; the name of the inventor and his or her place of residence; name of invention; dates of receipt of the petition; notation of the existence of affidavit, specifications, drawings, and model; cash fee; name of patent examiner; and date the invention was patented. The inside of the typical jacket contains the petition, affidavits, drawings, specifications, and related correspondence.

One of the foremost examples of invention patents relating to railroads is the Locomotive Steam Engine for Rail and Other Roads, patented by John Ruggles of Thomaston, Maine, dated July 28, 1836. This patent was Invention Patent #1, the first patent issued after the fire. This particular patent jacket contains printed specifications and drawings. In the specifications, Ruggles maintains that "I . . . have invented a new and useful improvement or improvements on locomotive-engines used on railroads and common roads by which inclined planes and hills may be ascended and heavy loads drawn up the same with more facility and economy than heretofore, and by which the evil effects of frost, ice, snows, and mud on the rail causing the wheels to slide are obviated." In order to prevent sliding, Ruggles used a check rail and retreating cogs operated by springs on the rims of the locomotive wheels.(12)

Another important invention patent in the history of railroads is the patent for railroad car couplings by Eli H. Janney of Alexandria, Virginia, issued on April 25, 1873 (Invention Patent #138,405). This jacket includes the petition, handwritten specifications, correspondence relating to the patent, and the printed drawings. The invention was a coupler that combined a rotary hook and catch mechanism with a guard-arm. Janney remarks that "the advantages of the described construction are numerous. It will couple readily under all circumstances if one of the hooks is open, but will not if both are closed. It is adapted for use upon cars of different heights. It has no lateral or longitudinal play, but moves freely vertically. It is impossible for it to become uncoupled unless the cars leave the track."(13)

The Freedom Train captured the imagination of all Americans. Marvel created a comic book entitled



"Captain Marvel and the Freedom Train." National Archives American Heritage Foundation Collection, Textual Reference Division.

American Heritage Foundation Freedom Train

Railroad historians may also be interested in the records of the American Heritage Foundation (AHF) concerning the Freedom Train, one of the greatest patriotic campaigns in American history. The Freedom Train tour was designed as a traveling exhibit of historic documents highlighting the evolution of the American freedom. It consisted primarily of original landmark documents of American history, including Jefferson's draft of the Declaration of Independence, Washington's Farewell Address, the Mayflower Compact, and Lincoln's Gettysburg Address. The thirty-seven-thousand-mile rail tour of the United States, taken during 1947-1949, covered every state in the Union and visited 322 communities. The tour ended in Washington during the January 1949 inauguration of President Truman. The train consisted of the "Spirit of 1776" locomotive, which pulled seven white cars with red, white, and blue stripes running the length of the train. The Freedom Train project was sponsored by the U.S. Attorney General and run by the American Heritage Foundation.(14) Entertainers such as Bing Crosby, Irving Berlin, and the Andrew Sisters donated their services for the campaign. In fact, Berlin's song "The Freedom Train" was sung and recorded by Bing Crosby and the Andrew Sisters.(15)

The Freedom Train files and other records of the American Heritage Foundation were donated to the National Archives and Records Administration. These records include Freedom Train activity and promotional reports and correspondence, progress reports, and the AHF records relating to the Freedom Train. There are newspaper and magazine articles, postcards, studies on the impact of the Freedom Train, photographs of the documents of freedom, and press releases in these files. There is also a volume entitled *Heritage of Freedom: The History and Significance of the Basic Documents of Liberty*, by Frank Monaghan, and a Captain Marvel comic book containing a "four-part action thriller" called "Captain Marvel and the Freedom Train."

United States Railway Mission to Mexico

The records of the United States Railway Mission to Mexico, located in the records of the Office of Inter-American Affairs (OIAA), are of great interest to World War II historians who study the role of the railroads during the war. The mission, sponsored by the Institute of Inter-American Transportation, a subsidiary of the OIAA and headed by Nelson A. Rockefeller, was sent to Mexico to assist the Mexican government in strengthening its railway system. The mission, though it existed for only four years (1942-1946), greatly increased the ability of the National Railways of Mexico to safely carry large amounts of supplies domestically and internationally, especially to and from the United States.(16)

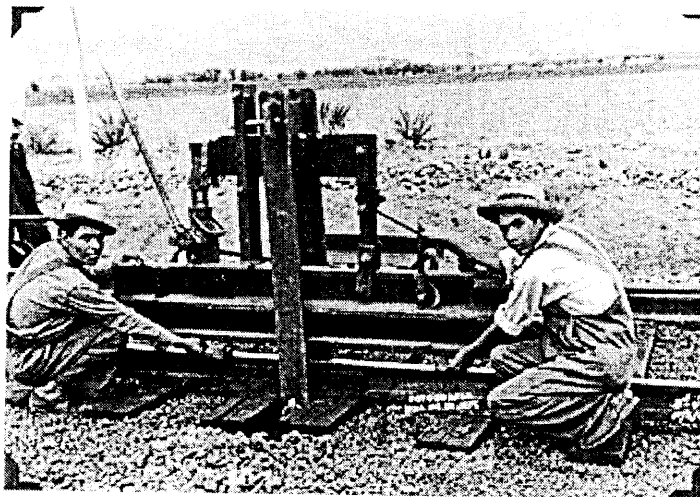
Early in the war, the U.S. government realized that Mexico was in a position to furnish key minerals and materials, including lead, copper, zinc, mercury, mahogany, and other Mexican hardwoods that were greatly needed for airplane and P.T. boat construction. Through its newly completed connection with the railways of Guatemala, Mexico was also in a position to deliver bananas, coffee, pineapples, cattle, and other foodstuffs to the United States. The land route of supply through Mexico was vital during World War II since the long-established supply line by water had been interrupted by the menace of Axis submarines and the diversion of merchant ships to wartime activities. In all, this northbound traffic of essential materials reached an estimated 1,300,000 tons a year by 1942.(17)

Since it was imperative that the United States procure these materials in the interest of the war effort, and since the Mexican government was not prepared to supply the necessary transportation facilities, the two nations began negotiations to cooperatively rehabilitate the nineteen hundred miles of the badly rundown and unsafe Mexican railway system. The need for cooperation was even more vital because great quantities of machinery, equipment, and supplies had to be moved to Central America for use in the defense program for the Panama Canal. At the same time, this hard-pressed railway system also had to keep pace with the unrelenting needs of a rapidly developing Mexican domestic economy. The United States could propose such a cooperative program since, despite earlier difficulties, the Mexican government wholeheartedly supported the war effort after the Japanese attack on Pearl Harbor.

The first members of the U.S. Railway Mission to Mexico consisted of fifty experienced railway technicians headed by Oliver Stevens, former president of American Refrigerator Company in St. Louis. When they reached Mexico City in November, they confirmed that the railways were on the verge of collapse and that demoralization was spreading rapidly to other industries. The mission first made a detailed mile-by-mile check of critical lines, shops, and terminals that came within the scope of its activities and prepared a program of rehabilitation.

By most accounts, the work of the U.S. Railway Mission to Mexico achieved at least a short-term success. The National Railways of Mexico were physically rehabilitated, and thousands of its employees were trained in U.S. railway practices and operations. The movement of strategic materials to and from the United States and Central America was speeded up, and the volume increased. The German submarine menace was circumvented, and the American war machine was able to move into higher gear. The mission personified the first massive American technical assistance program in a foreign country years before the Marshall Plan of 1948.(18)

The main sources for information relating to the U.S. Railway Mission to Mexico are located in the records of the Office of Inter-American Affairs, Railway Transportation Division, and in the records of the U.S. Railway Mission in Mexico. The Railway Transportation Division records include general records, correspondence, monthly progress reports, digests of progress reports, and reports of the departments of the U.S. Railway Mission in Mexico, 1942-1946. The records of the mission are kept separately and include general records, general correspondence, records and correspondence of the chief of the mission, annual reports of the National Railways of Mexico, reports relating to the activities of the mission departments, surveys and rehabilitation projects, inventories of railroad cars, and locomotive repair records.(19) Additional material relating to the mission is located in the Office of Inter-American Affairs central files and in the records of the U.S. embassy, Mexico City.(20)



To keep the land-supply route open through Mexico during World War II, the United States sent a mission to Mexico to improve the railways, which were in disrepair. Rail strengthening was one of many improvements made by the mission. Records of the Office of Inter-American Affairs, RG 229, Textual Reference Division.

U.S. Army Chief of Transportation "Historical Program Files"

World War II historians should also take note of the records of the U.S. Army's Office of the Chief of Transportation (OCT), "Historical Program Files, 1940-50," which contain documentation of the role of the U.S. Army in the rail transportation system in the United States and information concerning foreign

railroads during World War II. These files include records relating to army operation of all or parts of the U.S. railroad system in 1943, 1946, and 1950. A long report entitled *Plan for the Possession, Control, and Operation of the Railroads by the Army*, dated December 27, 1943, describes the army plan, mandated by executive order, to seize control of the nation's railroads in response to the threat of rail union strikes set to commence on December 30, 1943. The purpose of the plan was to ensure uninterrupted rail service in moving troops, war material, and equipment for the war effort. Army control of the railroads, assumed on December 27, 1943, was terminated on January 18, 1944, as the threat of strikes ceased.(21)

Other records in this file include historical reports of the Military Railway Service and the Transportation Corps, Rail Division; army technical manuals, plans, and regulations on hospital railway cars, railway kitchen cars, other troop cars, locomotive repair shops, and locomotive inspections; army field manuals concerning the Military Railway Service and the Railway Operating Battalions; copies of *The Yankee Boomer*, a newsletter of the Military Railway Service; reports concerning wartime traffic control and the relationships between OCT and the Interstate Commerce Commission and the Office of Defense Transportation; records of the American Association of Railroads including the scripts of *The Line Behind the Lines -- The Story of Railroads in War*, a series of ten weekly radio programs; correspondence concerning civilian labor recruiting due to manpower shortages; and a report entitled *American Rails in Eight Countries: The Story of 1st Military Railway Service*, which tells the story of supply and service in Europe during the war.

The Southern Railway System wrote a report called *Well Done*, which describes the efforts of Southern to teach the fine art of railroading to American soldiers who would be operating military railroads overseas. Southern trained the 727th Railway Operating Battalion and other units a total of six thousand officers and men. Also included in these records are the annual reports of the Pullman Company for the years 1942-1945 and the Railroad Retirement Board, 1942-1945.(22)

The U.S. Army Military Railway Service prepared reports on foreign railroads in Europe and Africa, including Tunisia, Algeria, Morocco, Iraq, Iran, Egypt, Libya, France, Belgium, the Netherlands, Spain, and Portugal. These reports include photographs, maps, charts, and general information concerning the status of foreign railroads in 1942-1943.(23)

[Riding the Rails Up Paper Mountain, Part 1](#)

[Riding the Rails Up Paper Mountain, Part 3](#)

Articles published in *Prologue* do not necessarily represent the views of NARA or of any other agency of the United States Government.

Page URL: http://www.archives.gov/publications/prologue/spring_1997_railroad_records_2.html

U.S. National Archives & Records Administration
700 Pennsylvania Avenue NW, Washington, DC 20408 • 1-86-NARA-NARA • 1-866-272-6272

U.S. NATIONAL ARCHIVES & RECORDS ADMINISTRATION

www.archives.gov

August 14, 2003

Spring 1997, Vol. 29, No. 1

Archivist's Perspective

Riding the Rails Up Paper Mountain: Researching Railroad Records in the National Archives, Part 3

By David A. Pfeiffer

Reconstruction Finance Corporation Railroad Division

Records vitally important to the study of the financial history of railroads in the twentieth century are the records of the Reconstruction Finance Corporation (RFC), Railroad Division. The division was responsible for processing loan applications received from railroads and for making recommendations to the Board of Directors regarding future action. The "Records Relating to Paid, Canceled, and Withdrawn Railroad Loans, 1932-57," is the most voluminous (313 cubic feet) series of records in the division. This series consists of applications for loans submitted by railroads and their supporting documentation, mainly financial and legal documents.(24)

The loan files for the Southern Railway contain several applications for loans and extensions of loans during the 1930s and 1940s, the purchase and execution of equipment trust certificates, loan closing papers, leasing agreements, and mortgage documents. These files contain various RFC and ICC reports and memorandums including ICC finance dockets. The ICC finance dockets contain information concerning RFC loans for the purpose of purchasing new equipment for the railroad, reorganization plans, the sale of stocks and bonds, track abandonment proceedings, and acquisition of railroad property or companies. Also included is legal supporting documentation such as the Southern Railway by-laws, reports of ICC railroad accident investigations, the charter of the Virginia & Southwestern Railway, a monthly publication entitled *Rails: A Financial Survey of the Southern Railway System*, and various Southern Railway publications including circulars, annual reports, timetables, and financial statements. Information on Southern Railway salaries and benefits, especially of upper level management, can also be found in the files.(25)

Other Railroad Records

The National Archives and Records Administration has custody of a wide variety of records relating to the federal involvement with railroads, both foreign and domestic. The foregoing examples illustrate this variety but there are many more areas of research. Textual railroad records in the National Archives, also concern the Alaska Railroad, the Panama Railroad, railroad labor unions, railway postal service, Civil War railroads, the Railroad Retirement Board, and U.S. District Court actions relating to railroads and railroad workers. All of these simply await the next research request.



In its 1869 annual report, the Union Pacific Railroad Company proudly announced the connection of its rails with those of the Central Pacific Railroad Company, completing the transcontinental railway. Records of the Secretary of the Interior, RG 48, Textual Reference Division. Also at ARC, NWD2-48-598.

[Riding the Rails Up Paper Mountain, Part 1](#)
[Riding the Rails Up Paper Mountain, Part 2](#)

Notes

1. T. Lane Moore, "Railroad Valuation Records," in *Railroad History*, ed. H. Roger Grant, Vol. 163, pp. 93-102. See also David A. Pfeiffer, "ICC Railroad Valuation Records," unpublished National Archives and Records Administration (NARA) brochure.

2. The best map for Camden Station and Yards is the Baltimore and Ohio Railroad, Right-of-Way and Track Map, Valuation Section 17.1 Maryland, Map 1, Valuation Maps, Records of the Interstate Commerce Commission, Record Group 134, National Archives and Records Administration, Washington, DC (hereinafter, records in the National Archives will be cited as RG ____, NA). In addition to the track maps, land maps for the station and yards area list the owners of each parcel of land adjacent to the right-of-way. These names are also listed in the land acquisition schedules. There are additional track maps for the northern part of the yard and tunnel to President's Street station in valuation section 16.1.

3. The structural notes section of the engineering field notes for Camden Station and Yards (Valuation Section 17.1 Maryland) are located in B&O volume 51 (accession 58A329, box 865), Engineering Field Notes, Baltimore & Ohio Railroad, Railroad Valuation Records, RG 134, NA.

4. The land field notes and the land acquisition schedules are located in accession 62A708, box 18, Land Field Notes, and accession 62A738, bundle 32, Land Acquisition Schedules, respectively. Both series are part of the Railroad Valuation Records, RG 134, NA.

5. The inspection reports are in accession 63A950, boxes 1-5, Railroad Valuation Records, RG 134, NA.

6. Railroad Accident Report #3931, Chicago, Rock Island, & Pacific Railroad, Beech, IA, Nov. 16, 1961, Reports of Investigations of Railroad Accidents, 1954-64, Records of the Federal Railroad Administration, RG 399, NA.

7. This information is taken from Pfeiffer, "Records Relating to Railroad Accident Reports," unpublished NARA brochure.

8. *Annual Report of the Union Pacific Railroad, 1869*, submitted by Oliver Ames, president, Union Pacific Railroad Company, to Secretary of the Interior J. D. Cox, Sept. 30, 1869, Railroad Package #318, Railroad Packages, 1849-1901 (entry 598), Lands and Railroads Division, Records of the Office of the Secretary of the Interior, RG 48, NA.

9. Preliminary Inventory, "Records of the Office of the Secretary of the Interior" (RG 48), Vol. 2, comp. Edward E. Hill and Renee M. Jaussaud (1980), pp. 255-257, 286.

10. Preliminary Inventory #158, Records of the Commissioner of Railroads (RG 193) comp. Marion M. Johnson (1964), p. 2. These annual reports are included in the Reports and Other Documents Relating to Aided Railroads, 1864-1904 (entry 28).

11. The first segment of these annual reports are on microfilm entitled Annual Reports by Common Carriers to the Interstate Commerce Commission, 1887-1914 (National Archives Microfilm Publication T913, 1,348 rolls), RG 134. The second segment is available on paper and is entitled Annual Reports of Common Carriers, 1915-61, RG 134, NA. Both segments are indexed.

12. Invention Patent Application File #1, Locomotive Steam Engine for Rail and Other Roads, patentee John Ruggles, issued July 28, 1836, Invention Patent Application Files, 1836-1918, Records of the Patent and Trademark Office, RG 241, NA.

13. Invention Patent Application File #138,405, Car Couplings, patentee Eli H. Janney, issued Apr. 25, 1873, Invention Patent Application Files, 1836-1918, RG 241, NA.

14. Stuart J. Little, "The Freedom Train: Citizenship and Postwar Political Culture, 1946-1949," *Journal of Popular Culture* 25 (Spring 1992): 35-62. There is further detailed information concerning the Freedom Train in James Gregory Bradsher, "Taking America's Heritage to the People: The Freedom Train Story," *Prologue: Journal of the National Archives* 17 (Winter 1985): 229-245.

15. There are several documents, including the sheet music, concerning the song "Freedom Train" written by Irving Berlin in file "Films, Music, Pledges, Slogans," Records Relating to the Freedom Train, 1946-1950, Records of the American Heritage Foundation, in National Archives Collection of Donated Materials (formerly RG 200).

16. Inventory #7, Records of the Office of Inter-American Affairs (RG 229), comp. Edwin D. Anthony (1973), pp. 20-24.

17. Elmer T. Howson, "U.S. Railway Men in Novel Role," *Railway Age* 117 (Nov. 22, 1944): 807, in Miscellaneous Reports and Publications (entry 67), U.S. Railway Mission to Mexico, Department of Transportation, RG 229, NA.

18. Ibid., pp. 808-809. See also Robert J. de Camp, "The U.S. Railway Mission to Mexico," *Foreign Commerce Weekly* 22 (Feb. 23, 1946): 12-13, 19; and Dorothy M. Tercero, "Rehabilitation of the National Railways of Mexico," *Bulletin of the Pan American Union* (July 1944): 385-391. Both of these articles are located in a file entitled "Monthly Reports" in Records Relating to Railway Missions and Technicians (entry 50), Railway Transportation Division, Department of Transportation, RG 229, NA.

19. Inventory #7, Records of the Office of Inter-American Affairs (RG 211), comp. Charles Zaid (1973), pp. 20-24.

20. Decimal 877, 1942-1946, Records of the American Embassy, Mexico City, Records of the Foreign Service Posts of the Department of State, RG 84, NA. There is additional material in decimal 812.77 of the Department of State Central Files, 1940-1944 and 1945-1949, General Records of the Department of State, RG 59, NA.

21. "Report to the Secretary of War From the Commanding General ASF, Plan for the Possession, Control, and Operation of the Railroads by the Army, 27 December 1943, Army Service Forces, War Department," Rail Division Seizure of Railroads 1943, box 39, Historical Program Files, 1940-1950, Records of the Office of the Chief of Transportation, RG 336, NA.

22. Various files, Historical Program Files, 1940-1950, RG 336, NA.

23. Various reports, Foreign Railways, boxes 44, 48, Historical Program Files, RG 336, NA.

24. Preliminary Inventory #173, Records of the Reconstruction Finance Corporation, 1932-64 (RG 234), comp. Charles Zaid (1973), pp. 22-25.

25. Southern Railway files, Records Relating to Paid, Canceled, and Withdrawn Railroad Loans, 1932-1957 (entry 92), boxes 760-765, Railroad Division, RG 234, NA.

Articles published in <i>Prologue</i> do not necessarily represent the views of NARA or of any other agency of the United States Government.

Page URL: http://www.archives.gov/publications/prologue/spring_1997_railroad_records_3.html

U.S. National Archives & Records Administration
700 Pennsylvania Avenue NW, Washington, DC 20408 • 1-86-NARA-NARA • 1-866-272-6272